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**HONGKONG WEEKLY**  
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ESTABLISHED 1857

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Hongkong, 1st March, 1907. 478

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GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1906. [106]

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TIME TABLE

WEET DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.45 p.m. Every 10 minutes.  
3.45 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.45 p.m. Every 10 minutes.  
4.45 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.45 p.m. Every 10 minutes.  
5.45 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 6.30 p.m. Every 10 minutes.  
6.30 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
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Hongkong, 21st February, 1907.

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On communications relating to the news column  
should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymous or "pen-name" letters that have already appeared in other papers will be inserted.  
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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 11TH, 1907.

The six hundred odd lords of various ranks who constitute the Peers of Parliament have not over much to thank their pretended friends on both sides of the House for. A hundred years ago the Upper House consisted of a compact and influential body of members, separately and collectively representing the highest interests in the State, nearly all possessed of the quiet and unobtrusive influence which only ancient residence and ancient prestige can confer, and understanding well not only the traditions of government, but the more difficult task of holding their own amongst their neighbours and dependents, without exciting jealousy or raising any opposition of class to class. The division of the ranks of those honoured with titles of aristocracy had, it is true, commenced some little time prior to the beginning of the century by the wholesale creation of a number of Irish Peers, whose only recommendation had been, that as members of the House of Commons of Ireland they had through thick and thin supported the Ministry of the day in effecting the union of the two Parliaments. But the House of Lords as such was yet free from such intermingling of the *nouveau riche* as would sensibly lower the general prestige of the House as a legislative assembly. Indeed the addition to its ranks were scarcely more than sufficient to provide for the wear and tear inherent in all aristocracies, as well as to add the necessary leaven of new ability to the political *esprit de corps* of the assembly. After the

end of each session to reward the staunch supporters of the ministry of the day by raising them to the peerage, independent of other considerations. Formerly, except in special cases where a statesman had been long in office and had so acquired a corresponding social status, men selected for the honour were either of noble families or had belonged to the great untitled aristocracy, but this soon came to be a needless qualification, and the new nobility never thoroughly became assimilated with the old. Still, of course, as is customary in such cases, they soon became even greater sticklers for the privileges of their class than the oldest of the old nobility itself. The consequence is seen in the present position of the Lords as compared with the Commons. It is undeniable that a hundred years ago there was not the same fierce opposition of classes as is to be noted, to-day. Of course in a large measure this is to be attributed to the capture of the constituencies by the working classes; but it cannot be doubted that the intensity of the division between the classes has been very much aggravated by the altered condition of the House of Lords itself, and the large infusion of men sprung from what the working man cannot but look upon as his own class. Since the beginning of the last century some five hundred new peers have been added to the House of Lords, and though a large proportion of these have been re-creations of titles which have merely died out in the eldest line, possibly nearly half have been new men ennobled for mere momentary services. Against such a class the democracy in all ages have ever borne a grudge, and it is against the actions of these new peers who have become, as they think, more obstructive than the old Lords of the Realm, that the present outcry is in great measure directed. The radical members of the present Government, themselves incapable of construction, do not hesitate to turn the attention of the democracy to these presumed enemies. "See," they cry, "these men never come down to the House when any useful measure is to be discussed, but if you have expressed your opinion on any subject, however necessary for your welfare, they pour in deliberately and defeat it." Such men as Mr. Lloyd George, who but the other day had won the execration of all classes by their unabashed support of the open enemies of their country, do not in their present temporary spell of prosperity hesitate to announce their intention, even by violence if required, to upset the institutions of their country which have stood the test of centuries. Foremost amongst their projects is, of course, the abolition of the House of Lords, forgetful of the fact that were it not for the presence of a moderating element in the Constitution they themselves would at the moment be in a hard case, and may be equally so to-morrow. Now, as we have said, the House is scarcely in a satisfactory state at the moment; but it is not the fault of the House itself, nor of its individual members, as much as of the Ministers chosen from both political parties. According to the system of unmitigated party government, for the last century and a half the Ministers have owed their office to the changing temperament of the House of Commons, and have used their power equally effectively to lower in the eyes of the nation the upper Chamber. As a consequence the House of Lords has ceased to be representative, either of itself or of any interest of first-class importance in the state, and how to restore its dignity and utility is now, it must be confessed, one of the chief problems of the day. To destroy it altogether would be to deprive the State of the governor necessary not only for the safe working of a State, but of every piece of machinery. How, for example, would the metropolis get over the mischief that might be evolved in a single night were the electric supply works to be deprived of their effective centrifugal governors? We see the same necessity for checking irregularities in working in every process of manufacture. The common sense of mankind has from time to time in the vastly more important machine of government applied a similar system of check and counter-check, but unfortunately through the mistakes of three generations of statesmen the controlling element itself has been put out of gear. This we may allow without committing ourselves to one party or the other. But how amend matters? Would-be statesmen like Mr. Lloyd George cry, "Stick knife in it and let the machine burst itself up. Wiser men say amend the governor; in this doubtful most are agreed, but how is to be done? That is a point on which there are as many opinions as there are speakers.

So long as there is a small body of non-commissioned naval ratings vested with special disciplinary powers and excused from all other work so that they may efficiently exercise those powers, so long will the other non-commissioned ratings hold aloof from the work, exactly as the ordinary citizen holds aloof in civil life. The Army and the Marines know no such system and their non-commissioned officers stand on a much higher level. Before that level can be reached in the Navy the present discrimination in favour of a small class will have to be wiped out. When the Admiralty treat naval petty officers as it wishes them to act, they will act accordingly, and not before. Many superfluous ratings have been wiped out, remarks the Fleet, but that one for which the modern Navy has no need (the ship's police) remains—and discipline

The Annual Meeting of Boval Limited took place on the 4th February. The Chairman, the Earl of Bessborough, took the opportunity of explaining the great care exercised in the manufacture of Boval and referred to the spotless cleanliness of the Factory and the wholesomeness of the ingredients used. He further stated that Boval Limited was in no way connected with the United States and expressed the hope that the recent American Meat scandals would not shake the confidence of the public in "Boval" the great British Meat Beverage. The Company prides itself in the fact that it is a British Company to the backbone. Its Chairman, Directors and Officials are all British. Its wages funds are spent among Britons at home and across sea and its dividends go in the same direction. It is the largest firm of Manufacturing Food Exports in the British Empire.

The following notice appears in the Gazette:

Postal orders of the values named below, payable within three months at any Post Office in Antigua, Bahamas, Barbados, Bechuanaland Protectorate, Bermuda, British Guiana, British Central Africa Protectorate, British Honduras, Cape Colony, Cyprus, Ceylon, Dominica, Egypt, Falkland Islands, Federated Malay States, Fiji, Gambia, Gibraltar, Gold Coast, Grenada, India, Jamaica, Lagos, Labuan, Malta, Mauritius, Montserrat, Natal, Nevis, Newfoundland, New Zealand, Orange River Colony, St. Helena, St. Kitts, St. Lucia, St. Vincent, Seychelles, Sierra Leone, Somaliland Protectorate, Soudan, Straits Settlements, Tobago, Trinidad, Transvaal, Turks or Caicos Islands, Uganda, Virgin Islands, Zanzibar, and in the United Kingdom, and at the Agencies of the British Post Office at Ascension, Beyrouth, Constantinople, Panama, Selonice, Smyrna, and Tangier, can be obtained at Hongkong or at any British Post Office in China at the following prices, which include Commission:—6d, 28 cents; 1/-, 48 cents; 1/6, 72 cents; 2/6, 31 20; 5/-, \$2.35; 10/-, \$4.70; 10/6, \$4.95; 2/-, \$0.40. The purchaser of any postal order must fill in the payee's name before parting with it. He may also fill in the name of the Office where payment is to be made. If this is not done the order is payable (within three months) anywhere in the above places. Any postal order may be crossed to a book. Postal orders should always be forwarded in Registered Covers. If this precaution is not taken no enquiry whatever will be made as to the loss or alleged loss of any Order.

## MACAO.

(FROM OUR CORRESPONDENT).

March 5th.  
NEW GOVERNOR.

H. E. Senator Pedro d'Avizedo Coutinho, the new Governor of Macao, with his family, is due to arrive here in the beginning of April, from a trip to the port of Hamburg. "América Línea" steamers. The Colonial Secretary, Dr. Lissolo and Mrs. Lissolo, and Dr. Eustáquio d'Almeida, the Colonial Surgeon are also returning to Macao by the same steamer. The new Governor is not unknown in this city, having been here as commander of one of the gunboats some years ago.

## SURVEY.

The special survey commissioners have been posting coloured poles along the shores of the city with boards marked with large numbers.

## SANITATION.

It would be well for our sanitary authorities to note the filthy state of the square near the Matsapan temple, and especially the drains in that locality. They might also observe the large number of filthy beggars who congregate and sleep in that square. There is still another nuisance which should be stopped. I refer to the two ruined houses in Kau Central, which have been in that state for the last two years, and are now being used as a public latrine.

"SOBBING AND HYSTERIA"—AND  
IRELEVANCE.

A scene unusual in any other country was witnessed in the Court room at Tacoma on January 3rd when an Attorney named Thompson addressed the jury on behalf of his son Chester, who had been on trial for murder for seven weeks. The address of the father lasted all day, and was expected, says the "San Francisco Call," to last a good part of the following day. Although the father was in bad health his address was an oratorical effort of great strength. His remarks brought tears to the eyes of the Judge and jury. Every person in the courtroom sobbed. Even the attorneys for the State were overcome. Theaged attorney recited from his own poem, "High Tide at Gottingen," and commented on the fact that he had been a real soldier. He claimed that he loved his boy and that he loved the law alike, and that he would not make an appeal for the boy that was not within the law.

"I shall appeal neither to your judgment nor to your hearts," he declared, "but nevertheless his address was one of the most powerful heart appeals ever made in a western courtroom.

With tears streaming down his face, the father begged the jury to find some kind of a verdict—not to make a mistrial.

"I am no coward," he cried, "but I cannot go through this ordeal again. If the sun is going down, let it go down to-day. If you are going to strike, strike now. I'll not flinch at your verdict. If the law does not acquit that boy, let him die. Death is not such a terrible thing. Men on the jury have faced it; I have faced it."

At this point Thompson launched into a wonderful word picture of the battle of Cold Harbor, a dramatic effort on which he had evidently spent many days of preparation.

"It is not death I am fighting against now, but dishonor. There has never been a coward in our family. There has never been a drunkard; there has never been a criminal."

Then followed an appeal to the jury to find the boy insane.

During all of the sobbing and hysteria in the

## TELEGRAFS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## OBITUARY.

LONDON, March 10th.  
Dowic and Admiral Tracey are dead.

[Doubtless this is the notorious Prophet Alexander Dowic.]

[Admiral Sir Richard Tracey was born in 1837 and joined the Navy in 1852. He was President of the Naval College.]

INTERNATIONAL RUGBY.

LONDON, March 10th.

Wales beat Ireland by 29 points to nil.

## S.S. "DAKOTA" ABANDONED.

TOKYO, March 9th.  
The owners of the s.s. Dakota have now definitely abandoned her to the underwriters.

## PINEAPPLE COMBINE.

SINGAPORE, March 9th.

A meeting is being held to-day by the Straits exporters to consider a proposed "corner" of the pineapple market, to continue three years. Disagreement is quite possible, however, owing to existing contracts.

[REUTER'S SERVICE.]

## THE BRITISH EMPIRE.

LONDON, March 7th.

Mr. Churchill, speaking at a dinner of the African Society, said the development of Protectorates and Crown Colonies in Africa must figure prominently as a work of the Empire, until they have reached a self-governing status, and Colonial Administrators must feel that there is only one England, whatever government may be in power.

## MACAO.

(FROM OUR CORRESPONDENT).

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## THE OPIUM QUESTION.

LONDON, March 7th.

Mr. Morley replying to Mr. Sloan, in the House of Commons, said the proposals from China regarding the importation and taxation of Indian opium had been received, but that it was not to the public interest to lay the papers on the table of the House at present.

## RUSSIA.

LONDON, March 7th.  
Yesterday a bomb was thrown in the carriage of General Neplinieff, the Commandant of the fortress in Sevastopol; the General and the coachman were injured.

## THE LOSS OF THE "DAKOTA."

LONDON, March 8th.  
The prospects of salvaging the Dakota are not favourable. The premium is now eighty guineas.THE WHITE ENSIGN IN DISTANT  
WATERS.

LONDON, March 8th.

During the discussion on the Naval Estimates, Mr. Robertson, the Parliamentary Secretary to the Admiralty, said that the Indian and foreign Colonial Offices had raised the question of showing the flag in distant waters. The Admiralty believed that hitherto all demands had been adequately met, but they were willing to consider means for meeting the demands. An inter-departmental committee will probably be appointed.

THE JAPANESE CONVERSION  
LOAN.

LONDON, March 8th.

The prospectus of the Japanese loan has been issued, and the most animated scenes occurred in London at the time of issue. The bank lists close, at the latest, on the 14th inst.

## FOREIGN INFLUENCES IN CHINA.

LONDON, March 8th.

The Times, commenting on the journey of its correspondent from Peking to southern China, dwells on the "remarkable evidences" of the improvement in the feelings of the population towards foreigners, and the earnest desire for Western education.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnier, Lait Charnier and Special Skin Tonic and Pouf Charnier will enable you to do it. Her Specialties for the Skin are the study of a

## LOCAL SPORT.

## CRICKET.

A cricket match was played between the Parsee Cricket Club and Police Cricket Club on Sunday afternoon at Happy Valley on former's ground resulting in a win for the Parsee by 79 runs. Scores and Analysis are as under:

PARSEE CRICKET CLUB.				
S. B. Bottewalla, c Cooper	34	M.	R.	W.
J. J. Varania, c wicket keeper, b Cooper	4			
D. B. Captain, c and b Mackay	4			
P. D. Captain, c and b Cooper	10			
J. D. Narine, c Green, b Cooper	1			
J. H. Benson, c out, b Cooper	5			
B. A. Tarapuri, b Cooper	2			
C. B. Mowasalla, b Kent	2			
M. Benjico, b Kent	4			
B. Tavadia, run out	2			
R. Jayawaje, not out	7			
Extras	7			
Total	124			
Bowling Analysis.				
Foley	0	M.	R.	W.
Taylor	4	—	12	0
Cooper	9	—	48	7
Mackay	4	—	25	1
Kent	4.3	1	14	2</td

## HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT).

London, Feb. 8th.

MOTORING FROM PARIS TO PEKING.  
From Paris to Peking by motor car! That was the challenge issued by the Paris *Matin*, and to the astonishment of London automobileists the Marquis de Dion and Monsieur C. Costal have accepted it. The distance is set down as about 9,000 miles, but the statement of the figures does not convey an adequate impression of the difficulties to be undertaken. I sought out Mr. H. Walker, who won the motor race from Delhi to Bombay, on this matter and he, like myself, thought the undertaking an amazing one. To get through would occupy at least three months in his opinion, and the hardships would in all probability be enormous. As a matter of fact, he regarded the challenge as a joke when he saw it in the *Matin*, but apparently it was not. The trip would cost each competitor £2,600 and among other obstacles to be overcome would be the building of bridges over watercourses, the purchase of petrol in remote places, and the possible hostility of ignorant tribes in the Asian interior. Altogether a big undertaking, requiring pluck, strength, and resource.

## LONDON VIEW OF CHINA REFORM.

The efforts of China to move onward are attracting considerable attention here. The Times has had from time to time in the past few weeks valuable letters from Shanghai on the reform movement, and the paper comments editorially thereon in one of its issues this week. In the course of this editorial comment the following passage occurs:—"All the reformers wax eloquent over China's sovereign rights. Few of them seem to realize that international duties are the corollaries of such rights, and that a Power which systematically evades the fulfilment of such duties and professes its inability to fulfil them, when they conflict with the desires and the interests of its own provincial officials, disclaims her own sovereignty and her title to the rights which true sovereignty confers. Public opinion in this country will warmly support a real reform movement in China. It must be first convinced that the movement is not being used as a mask for personal ambitions, or in a general upheaval of which foreigners would be the first victims."

## OPUM STATEMENT.

Touching the anti-opium decree, an interesting report has been made to the Washington Bureau of Manufactures by Mr. William H. Michell, the American Consul General at Calcutta. He alleges that, notwithstanding the fact that India would lose the sale of 100,000 chests of opium by the complete enforcement of the decree, there is a very widespread feeling of sympathy in India with the purpose of the decree.

## AUTHOR OF "FEUDAL JAPAN".

In the American Embassy the other day I caught sight of Mr. A. M. Knapp, editor of the *Daily Advertiser* of Yokohama, who is home for a holiday trip. He was busily putting notions of advantage into the head of an intending traveller in the Far East.

## RUSSO-JAPANESE NEGOTIATIONS.

I hear that practically the only question now unsettled between the Russians and the Japanese is one affecting the Navigation on the Sungari River, and Russia has suggested that the dispute as to the rights of this matter should be settled by arbitration. I am informed that Japan is in rather a difficult position over this, for she has all along contended that the river must be free to the commerce of all nations, and in this she has the support of Great Britain and the United States. On the other hand, to refuse point blank to agree to the Russian proposal may disturb the agreement between the two nations on other matters.

## ARMED CAREER.

An extraordinary diplomatic appointment has just been made by Sweden. M. Saderkrantz, who has been in turn an officer in a cavalry regiment, and a "Colonel" in the Salvation Army, has been appointed as Swedish Minister at Washington. As an officer in the Salvation Army M. Saderkrantz worked as a missionary in China and India, but having had a disagreement with headquarters, he returned to take advantage of his knowledge gained by travel, so they admitted him to the diplomatic service. He has only been in it for a comparatively short time, but I hear he has shown marked ability.

## AUSTRIA FALLS IN LINE.

Austria and Japan have this week settled a little diplomatic difficulty. The Emperor Franz Josef has promoted the Austrian Minister in Tokyo, Ambro von d'Admecoz, to the rank of Ambassador. A year ago Japan made known a desire for the change as a sign of recognition of Japan as a great Power. Austria was reluctant at the time to do so, and Japan gave her Minister in Vienna a long leave of absence in consequence.

## PIETY AND POLITICS.

The announcement that the Pope is preparing a note to the Catholic Powers on the subject of the Protectorate of Catholics in the Far East, may never be confirmed by the actual circulation of the document, for there are signs of a compromise between France and the Vatican. The Paris *Journal* on the authority of its Rome correspondent said that in the event of a complete severance of relation with France, the Pope would appeal to the Powers to devote anxious attention to the interests of Christianity in the East, for France would no longer recognise the sovereignty of the Pope as she had hitherto done even in anti-clerical laws. Since, however, meetings are to be allowed in France without the cumbersome system of giving notice, the clergy may agree a little better with the French Government. It is reported in London that acting through the Duke of Norfolk, King Edward urged the to postpone taking the protectorate away

from France for he was anxious that the position which carried with it some prestige, should not pass to Germany.

## THE SOCIALIST "ENEMY."

The defeat of the Socialists in Germany, and the reference by the Kaiser to them in his first political speech, as "the enemy," indicate among other things that the curb is to be put on Socialism by the Kaiser. That is a big undertaking, for the Socialists in Germany, though beaten, are a strong body, and it might lead to lively developments. Incidentally the victory of the Kaiser has its close interest for Great Britain, for it means that his naval and colonial policy will be unchecked by the Socialists.

## CHINA-FAMINE FUND.

The famine in Central China has excited much sympathy and the fund which is being raised here for distribution in the stricken areas will be largely supported. It is being got up with the full approval of Sir William Treloar, the Lord Mayor, and the Hongkong and Shanghai Bank is receiving the money. A letter of appeal has been sent to the Press generally, signed by Prebendary Fox, for the Church Missionary Society, Mr. Sean of the China Island Mission, Mr. A. N. Johnson, of the London Missionary Society, Mr. William Dale, of the Presbyterian Church of England Foreign Missions, Mr. C. E. Wilson, for the British Missionary Society, and Mr. A. Taylor of the British and Foreign Bible Society.

## ADDITIONS TO THE MUSEUM.

The British Museum has, I hear, profited this week by some additions, widely dissimilar. The great collection of Japanese woodcuts formed by Mr. Arthur Morrison, which is one of the best in the world, has been acquired by the Department of Prints and Drawings. In the Natural History section some rare exhibits have been sent here this week from the Congo by Major Powell-Cotton, the famous explorer, who next week will himself arrive in London after two years spent in the inner reaches of the Congo. Among his consignment to the Museum are two beautiful skins of the rare okapi and a complete skeleton of that elusive animal.

## WRANGLERS AND MATHEMATICIANS.

By a substantial majority it has been decided to abolish after three years from now the scheme of Wranglerships instituted at Cambridge 160 years ago. The Mathematical Tripos will be put on the same footing as the Classical Tripos—that is to say, candidates will be put in three divisions according as they gain no distinctive mark, a mark of proficiency, or a mark of special distinction. The Reformers, with whom voted Mr. A. J. Balfour and other well-known men, contend that the new system will stimulate the study of mathematics on a broader basis, and will restrict the attention paid hitherto to highly specialised cramming. This specialisation, they contend, makes an accurate selection of the best men impossible, so now they aim at the names of the "honour" men in each division being given in alphabetical order. Of course it is well known that the Senior Wrangler usually fails to make the after impression to which his college distinction would seem to point, though there are some exceptions to this statement. Moreover, some of us know Wranglers who have not even been decently clever men of affairs in after-life, so the new method may remove a preference for specialised position which has proved to be wholly misleading.

INTERESTING EDUCATIONAL EXPERIMENT.

There is every probability that Baron Kikuchi, former Minister of Education in Japan, who is by the liberality of an anonymous donor to visit London and give at the London University a series of lectures, will have a remarkable success. The lectures are to be on educational methods and organisation in Japan. The Education Committee of the London County Council has recommended the Council to vote not more than £50 for the payment of the fees of County Council school teachers who desire to attend the lectures, so that the East will directly teach the instructors of the West.

## MR. CHAMBERLAIN—HIS MARK.

The report of Mr. Chamberlain's health continues to be most conflicting. His family have guarded him perhaps a little too closely for the truth to be known, declare that he is progressing favourably, and expects to be in attendance at the House of Commons during the session which opens on Tuesday. On the other hand it was only a few weeks ago that a document requiring his signature carried when completed not his handwriting, but a cross to mark his participation in the signature. That indicated that the stories of paralysis had some basis in fact.

## THE THAW CASE.

The Thaw murder trial in New York is exciting interest here comparable only to that in a great disaster like that of Jamaica. The papers are giving columns to the case, and though at first the attention paid to the trial seemed to be sorely justified, the subsequent sensational evidence of the prisoner's wife, has revealed one of the most thrilling human interest stories ever poured into the public ear. Of course one reason for interest in the case is the fact that the prisoner is a brother of the Countess of Yarmouth, who has gone to New York to be by him during the trial. Public opinion since his wife's evidence of her betrayal by the murdered architect, Stanford White, has set in strongly in favour of the accused.

## FLEEING THE ENGLISH WINTER.

The cold weather continues and in the Lake district lakes like Rydal Water and Derwentwater are providing splendid skating for those who favour the sport. It would seem, however, that we in the South are not so fond of the cold, for as many of us can afford it are quitting for the Riviera, in such numbers that the continental trains each day are packed to their limit.

## THE LATE VISCOUNT GOSCHEN.

I should not close this letter without a few words of appreciation of the late Viscount Goschen, whose death you will already have announced in your telegraphic news. We have had few more intellectual statesmen and it is not unfair to point out that the superlative quality of his mental attainments did not, as is sometimes the case, obscure for him the possibilities of practical politics. The practical side of his character may have been strengthened by the diversity of appointments he held and the width of experience he gained therethrough. After he accepted the exchequer chancellorship from Lord Salisbury in 1887, he devoted special study to national finance, and became something more than a mere apologist for unpopular budgets. His interest in the gold reserves of the country, as evinced in his later public appearances, was much appreciated, and as a student of finance and economics his opinion carried great weight. It is to be hoped that the victory of the Kaiser has its close interest for Great Britain, for it means that his naval and colonial policy will be unchecked by the Socialists.

## CENTRAL ASIA.

Major C. D. Bruce, who, with Captain Layard, has recently returned from a journey across Asia from Leh to Peking, gave a sketch of his travels, with interesting details of the physical characteristics of the country through which he and his party passed, before the Royal Geographical Society in the theatre at Burlington Gardens, last month. Sir George Goldie, president of the society, occupied the chair, and there was a large company present.

In the course of his paper, which was illustrated by a number of lantern slides, Major Bruce explained that the object of the journey was not the exploration of any one tract of country in detail, but, in the first place, the acquisition of whatever knowledge, geographical and other, it was possible to collect of the regions through which they passed, and, in the second, the making of a more or less detailed route-survey, day by day, site by mile, from Leh to Peking. The portion of the continent of Asia thus traversed divided itself naturally, from the geographical point of view into three distinct parts. The first comprised the tract between Leh and Ladak and the Kun Lun Mountains, including the Chang Cherno and North-Western Tibet. The second, which occupied nearly three months, was entirely made up of Chinese Turkestan; and the third included the latter portion of the journey, through China proper, which lasted three months. The wild and inhospitable region from Leh to the Kun Lun had, Major Bruce declared, always exercised a fascination peculiar to itself from time when Dr. Thompson, the associate of Cunningham and Henry Stacley in the Ladak Boundary Commission in 1847, first surmounted the Kun Lun range, and that of the Schlaggenwald brothers, one of whom was murdered at Kashgar. Chinese Turkestan was now, after many years of comparative obscurity, once more attracting renewed attention. Fifteen hundred years ago there was a route which followed the southern border of the central desert of Chinese Turkestan, edging its way along the northern base of the Kun Lun range. This route was then well known, at any rate to the Chinese who controlled it, as it was to-day. At the commencement of our era Buddhism first began to find its way to China from India, and ancient Chinese records prove that it was chiefly by the passage to and fro along the very route of many devotees, priests, and pilgrims that the transformation took place. As to the third part of the journey, through China proper, Major Bruce said that, although it might seem as if that portion should be by far the best known of all, curiously enough it was not. The route from Chian-kuon, the ancient north-west gate of China, where in early times all embassies from the west were forced to await the pleasure of the mighty emperors of Cathay, up to Lanchow, the capital of Kansu Province on the Yellow River, had not been traversed by more than a dozen Englishmen in the last 50 years. From Lanchow to Tai-Yuan-Fu, the route followed across East Kansu, Shensi and Shensi Provinces to Peking, though comparatively close to civilization, was little known, for, in not a few villages entered, Major Bruce was told that Europeans had never before been seen. Referring to what he called "that wonderful Central Asian basin which stretches for a distance of 2,500 miles," Major Bruce ventured the opinion that, in spite of what had already been done here in the way of exploration, it was more than possible that we were only beginning to unravel many of the archaeological and historical mysteries with a former and far more flourishing state in the western half of this vast area. Few more fascinating scenes for such work were, he said, to be found in the present day. At Chia-yu-kuan, he party were, for the first time in six months, in touch with civilization in the shape of the telegraph. The whole journey occupied nine months.

A short discussion followed the reading of the paper.

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## PEKING SYNDICATE CRITICS.

The *Pall Mall Gazette* of February 1st says:—"We were almost constrained to allow the report of the Peking Syndicate meeting to stand, as it was almost certain to bring down the curtain on the Peking Syndicate. But there are one or two matters that it would be a pity to allow to pass into oblivion. Mr. Carl Meyer, the chairman, said that his friends had spoken of his folly in devoting so much time to the business of the Syndicate. "It could not be worth his while," said his friends. "I am reminded," Mr. Carl Meyer went on to say, "of what happened some time ago at a public meeting of shareholders when a certain gentleman, who is connected with about five times as many companies as I am, glad to see among us here, was asked by a shareholder how it was possible could give him time to so many different companies. replied 'And I thought it was a very good answer.' You could not, but I can." (Laughter.) I am only connected with one-fifth of the number of companies that my friend is connected with." Was this a reference? we wonder, to Mr. Edmund Davis? If so, that gentleman, who was present, must have echoed the words of the chairman used in another connection. "Save me from my friends!" Mr. Meyer, we note, has some directorships—he was to exclude the International Bank of London?—this will bring him into collision, the told directorships of Mr. Edmund Davis to forty-five. Probably that figure is a little too high, but it is somewhere near the mark. The late Mr. St. John Forbes was wont to defend his directorial work by pleading that he was a specialist called in at the eleventh hour to minister to concerns in the past have been remarkable for the blame they have attached to home traders for their lack of enterprise in extending their commerce into new fields. The reports have not been of that short, crisp, and clear character that would induce people to give them the attention they should demand. Merchants are only too anxious, he said, to extend into new spheres; they are men of business, engaged in the serious affairs of life, but he added, they are not philanthropists.

"I presume," said my informant, "the idea of the *Pall Mall Gazette* representative says:—The announcement that the Government has decided to withdraw all commercial attaches from the foreign Embassies, as well as the commercial agents, and that they are to return to London has not caused any surprise to the great majority of cases the writers of these documents have absolutely no knowledge of commerce and the requirements of home trades. Their reports are invariably of too general a character to be of any practical use, and many of the reports in the past have been remarkable for the blame they have attached to home traders for their lack of enterprise in extending their commerce into new fields. The reports have not been of that short, crisp, and clear character that would induce people to give them the attention they should demand. Merchants are only too anxious, he said, to extend into new spheres; they are men of business, engaged in the serious affairs of life, but he added, they are not philanthropists.

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The two most beneficial ways to study a novel are to regard it, first, as an art form, and, secondly, as a manifestation of intellectual life; from neither point of view should the contemporary novel be wholly neglected. Novels can be taught in such a way as to produce the best kind of mental discipline, which consists, first, in compelling a student to do his own thinking, and, secondly, to train him properly in the expression of what ideas he has.

The very essence of sport consists not so

## PHOTO ALBUMS!

## PHOTO ALBUMS!!

## PHOTO ALBUMS!!!

## LONG. HING &amp; CO.

No. 17, QUEEN'S ROAD.

## HOCKS AND MOSELLES.

(Sole Agents for LANGENBACH &amp; SOHNE, WORMS-on-RHINE.)

1 doz. bottles 2 doz. 4 bottles

\$28.00 28.00

\$13.00 15.00

\$13.00 16.00

\$13.00 17.00

\$20.00 22.00

\$24.00 26.00

SPARKLING MOSELLE . . . . .

DO. HOCH . . . . .

LAUBENHEIMER . . . . .

GRAACHER . . . . .

NIEUSTEINER . . . . .

HOCHHEIMER . . . . .

LIEBFRAUMILCH . . . . .

CALIFORNIA

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE PRESS only, and special business matter to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

## NEW ADVERTISEMENTS

THE CHINA-BORNEO CO., LTD.

I have This Day RESUMED CHARGE of the above Company's business.

J. WHEELEY,  
General Manager,  
Hongkong, 9th March, 1907.



1907-1908

SEALED TENDERS in DUPLICATE will be received at the R. N. HOSPITAL, Hongkong, until 10 A.M. on the 21st March, 1907, from persons desirous of SUPPLYING BEEF, MUTTON, FOWLS, BREAD, PURE COW'S MILK, AERATED WATERS, ICE, and other Provisions, and necessaries for the year ending 31st March, 1908.

Sealed Tenders in Duplicate will also be received for COAL (Akatai and Yubari).

Printed Forms of Tender and further Particulars can be obtained at the R. N. HOSPITAL.

The right to reject the lowest or any Tender is reserved.

THOMAS D. GIMMETTE,  
Deputy Inspector General,  
R.N. Hospital,  
Hongkong, 11th March, 1907.

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PUBLIC AUCTION.

IT IS HEREBY NOTIFIED that the following Sale of CROWN LAND by PUBLIC AUCTION will be held at the Office of the PUBLIC WORKS DEPARTMENT at 3 P.M., on MONDAY, the 11th day of March, 1907.

The Lot is sold for the term of 75 years from the 1st day of July, 1893, with the right of renewal for a further term of 24 years, less 3 days, at a re-assessed Crown Rent as a Building Lot subject to the General Conditions of Sale published in Government Notification No. 385 of 1906 and to the special conditions hereunder specified.

The amount to be spent in rates, improvements under the General Condition No. 5 is \$2,000.

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PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Current in Sq. feet.	Annual Rent.	Last Price.
1	Land No. 38 Block No. 38	N.E. N.W. S.E. S.W. n. f. n. f. n. f. n. f.	290 290 70 70	14,000	53
	Hongkong				50

FOR SHANGHAI, YOKOHAMA, KOBE, MOJI AND NAGASAKI.

THE Steamship  
"JAPAN."

Captain J. G. Oliffen, will be despatched for the above Ports on MONDAY, the 18th instant, at 3 p.m.

This steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SAISON & CO., LTD., Agents.

Hongkong, 11th March, 1907.

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NOTICE.

M. HERBERT RICHARD BUDD HANCOCK is this Day authorized to SIGN the name of our Firm.

SHEWAN, TOMES & CO.,  
Hongkong, 16th February, 1907.

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THE HONGKONG ODD VOLUMES SOCIETY.

PUBLIC LECTURE.

GEO. FENWICK & CO., LTD.

THE EIGHTEENTH ORDINARY GENERAL MEETING of the Shareholders will be held in the HONGKONG HOTEL on SATURDAY, 16th day of March, 1907, at 12 NOON, for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th until 16th March, both days inclusive.

By Order of the Board of Directors,

JOHN I. ANDREW,

General Manager.

Hongkong, 8th March, 1907.

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The undersigned will take the Chair.

These Meetings are open to the Public.

H. E. POLLOCK,  
Hon. Secretary.

Hongkong, 7th March, 1907.

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GOVERNMENT NOTIFICATION.

THE GOVERNMENT of the FEDERAL STATE, Melanesia, are prepared to receive Offers for the purchase of the Steam Yacht "MERIAN," Length 135 ft. 6 inches, Beam 18 ft. 6 inches, Depth 11 ft. 8 inches, Compound-Engine capable of driving the vessel 10 knots per hour.

Fitted with Electric Light throughout.

Built in 1899 by the Hongkong and Whampoa Dock Co.

For further information or particulars apply to the INSPECTOR OF MARINE SURVEYS, S.S. SECRETARY, Kuala Lumpur, Selangor, to arrive not later than 30th MARCH, 1907.

Sold Offers to be sent to the FEDERAL SECRETARY, Kuala Lumpur, Selangor, to arrive not later than 30th MARCH, 1907.

Selangor, Malay Peninsula, 19th Feb., 1907.

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COME AND INSPECT

Our Special Varieties of ARTISTIC VIEW POSTCARDS

ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS

AND OTHER PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACA & CO.,  
Hongkong Hotel Corridor.

Hongkong, 1st January, 1907.

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## AUCTIONS

By ORDER OF THE MORTGAGEE

## PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to sell by Public Auction TO-DAY (MONDAY), the 11th day of March, 1907, at 3 o'clock in the afternoon, at his SALLES ROOMS, 3, Duddell Street.

## THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY Situate at KOWLOON TONG in the New Territory in the Colony of Hongkong viz.—

(1) All that piece or parcel of Ground situate at Kowloon Tong in the New Territory in the Colony of Hongkong and registered in the Land Court as Lot Number Four hundred and two of Survey District No. 4, Area 2.35 acres. Annual Crown Rent \$7.05.

(2) All that piece or parcel of Ground situate at Kowloon Tong aforesaid and registered in the Land Court as Lot Number Four hundred and thirteen of Survey District No. 4, Area 5.19 acres. Annual Crown Rent \$14.07.

Agricultural Crown Leases have been granted in respect of both Lots.

For further Particulars and Conditions of Sale, apply to

Messrs GOLDRING & BARLOW,  
10, Queen's Road Central,  
Solicitors for the Mortgagee,

or to

MR. GEO. P. LAMMERT,  
Auctioneer.

Hongkong, 28th February, 1907.

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## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (MONDAY), the 11th March, 1907, at 5 P.M., at AU KING'S SLIPWAY, Wan Chai, The Racing Yacht "JOAN,"

(late "HIBERNIA"). Well kept up in complete RACING TRIM, with Three MAINSAILS, MORNING & CO. Winner of 30 Points this season and of last season's Championship; AND

The Racing Yacht "ASTHORE," Built by the Dock Co., well kept up in complete RACING TRIM with two MAINSAILS, SPARE JIBS, &c.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 5th March, 1907.

518

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, ON WEDNESDAY, the 13th March, 1907, at 12 o'clock NOON, (at Queen's Statue Wharf), The Steam Launch "

"APENRADE," Teakwood Hull, Length over all 50 feet. Engines of Two Cylinder Compound system, Hull and Engines recently thoroughly overhauled.

TERMS.—Cash on delivery.

MR. GEO. P. LAMMERT,  
Auctioneer.

Hongkong, 7th March, 1907.

534

## BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, ON WEDNESDAY, the 13th March, 1907, at 12 o'clock NOON, (at Queen's Statue Wharf), The Steam Launch "

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Teakwood Hull, Length over all 50 feet.

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HUGHES & HOUGH,  
Auctioneers.

Hongkong, 5th March, 1907.

518

## PUBLIC AUCTION.

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"APENRADE,"

Teakwood Hull, Length over all 50 feet.

Engines of Two Cylinder Compound system, Hull and Engines recently thoroughly overhauled.

TERMS.—As usual.

MR. GEO. P. LAMMERT,  
Auctioneer.

Hongkong, 27th February, 1907.

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## SUBCIE COMPANIES

THE CHINA SUGAR REFINING CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL

MEETING of the CHINA SUGAR REFINING COMPANY, LIMITED, will be held at the Offices of the Undersigned, KING'S BUILDINGS, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 27th day of March, 1907, at 11.45 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th until 27th March, both days inclusive.

By Order of the Board of Directors,

JOHN I. ANDREW,

General Manager.

Hongkong, 8th March, 1907.

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The undersigned will take the Chair.

These Meetings are open to the Public.

H. E. POLLOCK,  
Hon. Secretary.

Hongkong, 7th March, 1907.

529

GOVERNMENT NOTIFICATION.

THE HONOURABLE J. B. SUTTOR, Commissioner in the East of the Government of New South Wales, has kindly consented to deliver TWO LECTURES, illustrated by MAGICAL LANTERN SLIDES, on "NEW SOUTH WALES, THE MOTHER STATE OF THE AUSTRALIAS," at the CITY HALL, 100 QUEEN'S ROAD, on MONDAY (MORNING), the 11th March, 1907, TO-MORROW (TUESDAY), the 12th March, 1907, at 10.30 P.M., on each day.

The Undersigned will take the Chair.

These Meetings are open to the Public.

H. E. POLLOCK,  
Hon. Secretary.

Hongkong, 7th March, 1907.

529

## NOTICE.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Offices of the General Agents on WEDNESDAY, the 27th March, at 12.15 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 27th March, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents.

## INTIMATIONS

S. MOUTRIE & CO., LTD.  
ESTABLISHED 1873.

BABY GRANDS  
BY  
RACHELS,  
PLEYEL,  
KEMMLER  
AND  
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:  
S. MOUTRIE & CO., LTD.  
York Building, Chater Road.  
Hongkong, 30th July, 1906.

## TO LET

## TO LET.

N. O. 28, WYNDHAM STREET.

Apply to—  
E. A. & C. F. de CARVALHO,  
14, Arbutnott Road.  
Hongkong, 26th February, 1907.

## TO LET.

I N HOTEL MANSIONS, 2 ROOMS on First Floor, suitable for Offices.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 7th March, 1907.

## TO LET.

"SUMMER HOUSE" Mount Kellett,  
the PEAK, Partially Furnished.  
Possession from 1st April, 1907. Low Rent.  
Apply to—  
PERCY SMITH & SETH,  
5, Queen's Road Central.  
Hongkong, 8th March, 1907.

## TO LET.

N. O. 27 and 31, SEYMOUR ROAD.  
4 New Houses in KENNEDY ROAD, near Wan Chai.  
Nos. 4 and 5, HIGH STREET.  
No. 90 & 91 GODOWN PRAYA EAST.  
Apply to—  
SAM WANG CO., LTD.,  
81, Queen's Road Central.  
Hongkong, 13th November, 1906.

## TO LET.

IMMEDIATE POSSESSION.  
WELLBURN, No. 81 the PEAK.  
Apply to—  
JAVA-CHINA-JAPAN LIJN,  
York Buildings.  
Hongkong, 22nd January, 1907.

## TO LET.

N. O. 2, MACDONNELL ROAD.  
Apply to—  
COMPRODADORE'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905.

## TO LET.

N. O. 6, LYEMON VILLAS, Kowloon.  
Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 21st January, 1907.

## TO LET.

N. O. 1, WEST END TERRACE, Shamsui, Canton.  
Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st March, 1907.

## TO LET.

2 FOUR-ROOMED HOUSES at Praze East, near East Point.  
Apply to—  
JARDINE, MATHESON & CO.  
Hongkong, 3rd January, 1907.

## TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.  
A HOUSE in WONG NEI CHONG ROAD.  
GODOWNS in PRAYA EAST.  
A HOUSE in CLIFTON GARDENS, Conduit Road.  
FLATS in MORTON TERRACE.

## TO LET.

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
March, 1907.

## TO LET.

No. 1, "ORMSLEY"  
No. 3 and 5, ORMSLEY,  
Gravilla Road, Kowloon. May

## TO LET.

SPANISH PROCURATORIAL  
HONGKONG, 4th March, 1907.

## TO LET

## TO LET.

N. O. 23, LEIGHTON HILL ROAD.  
Immediate Possession.  
No. 26, LEIGHTON HILL ROAD. Possession 1st March, 1907.  
Apply to—  
THE COMPRODADORE,  
Nippon Yusen Kaisha.  
Hongkong, 4th February, 1907.

## TO LET.

N. O. 2, HOLLYWOOD ROAD.  
Apply to—  
ARRATOON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 2nd March, 1907.

## TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.  
GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.  
FAIRVIEW, ROBINSON ROAD, Kowloon, from March 1st.

Apply to—  
LEIGH & ORANGE,  
1, Des Vaux Road.  
Hongkong, 19th February, 1907.

## TO LET.

2ND FLOOR of No. 6, ICE HOUSE STREET. Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises—  
TATA & CO.,  
Hongkong, 24th December, 1906.

## TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 1st March, 1907.

## TO LET.

I N ALEXANDRA BUILDINGS Small Office on Second Floor.  
Apply—  
SECRETARY,  
A. S. Watson & Co., Ltd.  
Hongkong, 4th January, 1907.

## OFFICE TO LET.

O NE ROOM in PRINCE'S BUILDINGS from 1st February. Rent \$50 per month.  
Apply—  
REUTER, BROCKELMANN & CO.,  
Prince's Buildings.  
Hongkong, 29th January, 1907.

## TO LET.

"GLENWOOD" GARDEN ROAD, suitable for Boarding House or Club.  
No. 73, WYNDHAM STREET.  
"BANGOUR" PEAK.

BUNGALOW (furnished) at New Territory, Kowloon, 4 Rooms, Low Rental.  
BEACONFIELD ARCADE, Fine Shop Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).

BELLIOS TERRACE HOUSES, ROBINS ROAD.

"WESTBOURNE VILLA NORTH," Bonham Road.

TO LET OR FOR SALE,  
NEW HOUSE on MOUNT KELLETT, Five Rooms, on Rural Building Lot No. 117.  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 2nd November, 1906.

## TO LET.

POSSESSION FROM 1ST APRIL NEXT.  
2 Semi-detached HOUSES, Nos. 13B and 13C, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarter and Grass Tennis Court.

Apply to—  
CHUNG CHINAM,  
Yan On Marine & Fire Insurance Co., Ltd.  
Hongkong, 1st March, 1907.

## TO LET.

FROM THE 1ST APRIL.  
ONE LARGE AIRY ROOM with Front and side Verandahs, with Gas and Water laid on, in a Central Position.

For further particulars and terms apply to—  
W. S. & Co.,  
Cars of "Daily Press" Office.  
Hongkong, 6th March, 1907.

## TO LET ON LEASE.

FROM 1ST JANUARY, 1907.

N. O. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD, Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.  
Apply to—  
ARRATOON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 24th October, 1906.

## TO LET—FURNISHED.

"LEWKNO," No. 118, PEAK. April 1st to end September.  
Apply—  
M. W. SLADE,  
Prince's Buildings.  
Hongkong, 29th January, 1907.

## TO LET.

A Nicely Situated and Well FURNISHED HOUSE at Kowloon. Electric Light, etc. Apply to—  
M. J. H.,  
Cars of "Daily Press" Office.  
Hongkong, 19th February, 1907.

## TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.  
Apply to—  
DEACON, LOOKER & DEACON,  
Hongkong, 5th December, 1906.

## TO LET.

FROM 1ST MARCH, 1907.  
N. O. 3, CARNAVON VILLAS, and No. 6, LOCHIEL TERRACE, Kowloon.  
Apply to—  
HEWAN & CO.,  
No. 15, Connaught Road, West.  
Hongkong, 1st February, 1907.

## TO LET.

IMMEDIATELY, the Capacious Premises on the Ground-floor of No. 2, PEDDER STREET, at present occupied by Messrs. Harris Keeney Co., Ltd.  
Apply to—  
GILMAN & CO.,  
Hongkong, 23rd January, 1907.

## FLEET WITHOUT DOCKS.

## NO ACCOMMODATION AT SHEERNESS.

It is expected that the new Home Fleet which is to consist of seven or eight battleships and a squadron of armoured cruisers, will be a fully organised unit within a few weeks.

Sheerness is to be the headquarters of the fleet, and it is in accord with the cheapsailing policy which led to the creation of the fleet that there is no docking accommodation for the ships.

Sheerness possesses five docks, but not one of them can take anything larger than a torpedo boat destroyer. At Chatham, a few miles up the Medway, there are docks large enough to take battleships and armoured cruisers, but the channels leading to bay is so shallow that large ships can only get up at high tide.

The "Dreadnought" is to be the among the battleships to be stationed at Sheerness. There is a dock at Chatham large enough to take the vessel, but unfortunately the locks leading to it are so narrow that the vessel could not possibly reach it, and therefore it is for all practical purposes useless.

Extension is impossible neither at Sheerness nor Chatham, but it would be a long and costly process. The difficulty could be more quickly and cheaply overcome by the construction of a floating dock, such as that in which H.M.S. "Dreadnought" was docked recently in the West Indies.

With two or three of those moored in the entrance to the Medway, one capable of lifting 20,000 tons—so as to take the "Dreadnought" easily—and the others 16,000, for smaller battleships and cruisers—the drawbacks of the Home Fleet base, which is now totally inadequate for its duties, would be overcome.

There is reason to believe that the Naval Estimates, when presented in March, will show that some provision in this direction has been made.

In the official memoranda relating to the organisation of the new fleet, no reference has been made to the vital question of torpedo craft.

At Wilhelmshaven three hundred miles across the North Sea, Germany has a flotilla of thirty-two modern boats now in full commission, continually exercising at sea, and surpassing in efficiency the torpedo flotillas of any other Power.

Many of the boats are individually superior to the British boats, and the crews are kept in the torpedo branch during the whole period of their service. At Sheerness and Chatham we have the following torpedo force:

In full commission—Twelve destroyers, eleven torpedo-boats.

In reserve, with reduced crews:—Twenty-one destroyers, fourteen torpedo-boats.

At first sight this may appear to be sufficient to provide against contingencies, but two or three important facts have to be borne in mind. In the first place, ships in reserve are notoriously inefficient; secondly, most of the destroyers are obsolete, and thirdly, of the destroyers at Sheerness and Chatham, no fewer than seventeen have passed the German age limit of ten years.

It thus appears that the total of thirty-three destroyers is reduced to sixteen efficient destroyers, and it is only the latter that count. The Sheerness Home Fleet, with its eight battleships and half a dozen cruisers, would form a choice target for a daring torpedo commander, and the thirty-two boats of the Wilhelmshaven division would be well sacrificed in the destruction of such a force.

Destroyers are the only efficient means for fighting destroyers, and the necessity of placing a larger fully-commissioned force at Sheerness is urgent.—*Express*.

## SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report dated March 9th 1907:—A fair investment business has been transacted during the week under review in a variety of stocks, helped by bold meeting the ideas of buyers, and in most cases slightly lower rates have been established, only a few stocks showing some slight improvement in rates. The market closed rather quiet, with a desire to sell most stocks.

The sterling demand rate of exchange on London closed at 2s. 2d./16d., while rates on Shanghai are the same as reported last, the Shanghai rate on this for a three days' sight Private Bill being Tls. 733. Butter oil at London is quoted 314l., and Consols £86-1/16l.

BANK SHARES—Hongkong and Shanghai charged hands at rates ranging between \$895 and \$890, closing with further sellers at \$895; the London rate is £104. Nationals are quiet, but steady at \$1.

MARINE INSURANCE SHARES—Cantons sold at \$205, and have sellers at that rate. North China are wanted at Tls. 80, and so are Unions at \$80. China Traders at \$90, and Yen-tzets at \$157 have no inquiries.

FIRES INSURANCE SHARES—Hongkongs sold at \$385 and \$382, our dividend closing with sellers at \$382, ex the dividend of \$40 per share paid yesterday; China charged hands at \$93 and \$92, our dividend closing with sellers at \$90, ex the dividend and bonus of together \$8 per share paid yesterday; we regret to say this Company suffered a rather heavy loss in Bank.

SHIPPING SHARES—Hongkong, Canton and Macao Steamship Shares have been done at \$39 and \$39 closing with sellers at \$39. Indo Chinese have weakened considerably, the buying rate having dropped to \$92, the equivalent of Tls. 61 in Shanghai. London quote £2. 5s. 0d. China and Malaya continue on offer at \$20; Douglas Steamer on offer at \$30. Oil Star Ferries have been fixed at \$30, the new issue is obtainable at \$20. Shell Transport have improved further, and in sympathy with a London quotation of 43s. 0d., have been done here of rates ranging between 39s. and 41s. 6d., closing with buyers at the higher rate; the preference shares are quoted in London £1. 10s. 0d. Hongkong Steam Waterboats have sellers at \$65.

REFINERIES—China Sugars have weakened further, and there are sellers now at \$123; we hear that a dividend of \$8 per share will be available on account of \$96, the remainder of the \$90,000 carried forward from 1905, having been either lost, or used for writing down the stock of sugar; the equalisation of dividend amounting to \$15,000, however, remains unchanged.

Mining SHARES—Charbonnages are unchanged. Raubs sold at \$8.15 to \$8.41, closing with sellers at latter rate. Chinese Engineering and Mining Company's shares are firm at Tls. 13.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Dock Company's shares sold at \$13, but shares are off at that rate. Fortwicks are obtainable at \$20; Amoy Docks are quiet at \$12. Shanghai Docks are off at \$10. Kwokloon Wharf and Godown Company's shares are obtainable at \$10.

LANDS, HOTELS AND BUILDINGS—Hongkong Land Investment and Agency Company's shares have been done at \$107, and there are further buyers. Kowloon Land are unchanged. West Points have been done at \$50. Hongkong Hotels after sales at 123/124 cum dividend, close with sellers at \$118 per share, or \$118 per share paid on 6th inst. H. M. Watson's Estate and Finance Company's shares sold at rates ranging between \$11 and \$111, and have further sellers at \$111. Shanghai Lands are quoted Tls. 101 for old and Tls. 64 for new shares.

COTTON MILLS—Shanghai quotations are: Ewos Tls. 74, Internationals Tls. 63, Liou Kung Mows Tls. 112, and Soocheches Tls. 375 ex the dividend of Tls. 50 per share paid on 6th instant. Hongkong Cottons are quiet at \$12.

SUNDAY MANUFACTURING COMPANIES—China Light and Powers sold and have sellers at \$3.50; Hongkong Electric changed hands at \$3.50, and have further buyers. Green Island Cement Shares have been done at \$201 to \$20 in the dual dividend for 1906 of \$1 per share paid on 2nd instant, closing with further shares offering; Ic. Shares continue in demand at \$240; Ropé sold and are wanted at \$21; Other stocks sold and this heading are unchanged;

MISCELLANEOUS—China Provisions sold at \$85 and \$89



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MOJI, KOBE & YOKOHAMA (CEYLON)	Capt. G. W. Babot	About 12th March	Freight and Passage.
SHANGHAI, MOJI, KOBE (JAPAN) and YOKOHAMA	Capt. F. H. S. Notley	About 17th March	Freight and Passage.
SHANGHAI	Capt. Ch. Daniel	About 22nd March	Freight and Passage.
LONDON, &c., VIA USUAL PORTS (MACEDONIA)	Capt. C. D. Bennett	Noon, 23rd March	See Special Advertisement.
MARSEILLES, LONDON and MANILA	Capt. F. E. Andrews	About 27th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 23rd February, 1907.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL.
SWATOW, WEIHAIWEI & TIENTSIN	"HUICHOW"	On 11th Mar., 4 P.M.
NINGPO and SHANGHAI	"SINGAN"	On 11th Mar., 4 P.M.
MANILA	"TAMING"	On 12th Mar., 4 P.M.
CHEFOO and NEWCHIANG	"NANCHANG"	On 13th Mar., 4 P.M.
SHANGHAI	"KUINKANG"	On 14th Mar., 4 P.M.
YOKOHAMA and KOBE	"CHANGSHA"	On 15th Mar., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 19th Mar., 4 P.M.
SHANGHAI	"SHAOHSING"	On 19th Mar., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th April, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 9th March, 1907.

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR THE CO.'S S.S. LEAVING

+ SHANGHAI via SWATOW, "SHOSHU MARU" Capt. M. NEMOTO } TUESDAY, 12th Mar., at DAYLIGHT.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Building.

Hongkong, 6th March, 1907.

T. AEIMA, Manager. 14

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE "EMPERESS LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.  
11 DAYS YOKOHAMA to VANCOUVER.  
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).  
R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER  
"EMPERESS OF JAPAN" 6,000 THURSDAY, 14th Mar. ... 1st April  
"TARTAR" 4,425 WEDNESDAY, 27th Mar. ... 20th April  
"EMPERESS OF CHINA" 6,000 THURSDAY, 11th April ... 29th April  
"ATHENIAN" 3,882 WEDNESDAY, 1st May ... 25th May  
"EMPERESS OF INDIA" 6,000 THURSDAY, 2nd May ... 27th May  
"MONTEAGLE" 6,163 WEDNESDAY, 22nd May ... 15th June

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 NOON.  
Intermediates on Steamers } 240, ... 242.  
"MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked throughout to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN  
REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA	First half of March	JAPAN	First half of March
TJIBODAS...	JAPAN	First half of March	JAVA PORTS	First half of March
TJILIWONG...	JAVA	Second half of March	JAPAN	Second half of March
TJIMAH...	JAPAN	First half of April	JAVA PORTS	First half of April
TJULATJAP...	JAPAN	First half of February	JAVA PORTS	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

19

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,

ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG,

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,

NORTH AND SOUTH AMERICAN PORTS,

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES.

PRINCESS ALICE WEDNESDAY 13th March

PRINZ LUDWIG WEDNESDAY 27th March

SACHSEN WEDNESDAY 27th March

Zieten WEDNESDAY 10th April

PRINZ REGENT LUITPOLD WEDNESDAY 24th April

PRINZ EITEL FRIEDRICH WEDNESDAY 8th May

BAUERN WEDNESDAY 22nd May

PRINZ HEINRICH WEDNESDAY 5th June

SCHAHNHURST WEDNESDAY 19th June

ROON WEDNESDAY 3rd July

I Class accommodation being engaged by H.M. The King of Siam, II Class Passengers only, will be accepted.

ON WEDNESDAY, the 13th day of MARCH, 1907, at NOON, the Steamship "PRINZESS ALICE," Captain Ch. Polack, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th Mar., Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 12th Mar., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th Mar.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess, Licen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO NAPLES, GENOA and GIBRALTAR 261 0 0 242 0 0 222 0 0

return 91 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG 65 0 0 44 0 0 24 0 0

return 77 0 0 63 0 0 36 0 0

To NEW YORK via SUEZ 64 0 0 44 0 0 26 0 0

via NAPLES, GENOA or GIBRALTAR return 115 0 0 79 0 0 47 0 0

via BREMEN or SOUTHAMPTON 63 0 0 46 0 0 27 0 0

return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TICKET VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERMISSION OF THE VOYAGE IN INDIA:

Passenger to European and New York are entitled to travel by the N. D. L. Mediterranean Steamer from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SIMPSONHAFEN, BRISBANE, SYDNEY and MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS SAILING DATES.

PRINZ SIGISMUND THURSDAY, 28th Mar.

MANILA 1790 tons SATURDAY, 20th April

PRINZ WALDEMAR 3277 tons THURSDAY, 23rd May

ON THURSDAY, the 29th March, at NOON, the Steamship "PRINZ SIGISMUND," Captain, Lens, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Licen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO MANILA 350 30 20 380 0 0 280 0 0

NEW GUINEA 228 0 0 218 0 0 214 0 0 222 0 0 227 15

TO BRISBANE 230 0 0 220 0 0 214 0 0 234 0 0 236 0 0

TO SYDNEY 233 0 0 223 0 0 218 0 0 235 0 0 241 0 0

TO MELBOURNE 234 10 224 10 218 0 0 262 5 244 5

TO YOKOHAMA 390 00 380 00 340 00 370 00 320 00

TO KOBE 395 00 370 00 350 00 370 00 310 00

To YOKOHAMA and back from KOBE 140 00 100 00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

## POST OFFICE NOTICES.

MAILS BY THE SIBERIAN RAILWAY.

Letters and Post Cards only if specially superscribed are sent by this route to Europe by steamer leaving Shanghai every Saturday.  
Mails from London are despatched via Siberia daily and forwarded from Vladivostock by steamer every Sunday.

The *Empress of China*, with the Canadian mail, left Shanghai on Saturday, the 9th inst., at 2 a.m., and may be expected here to-day, at 8 a.m.

On Monday and Tuesday, the 11th and 12th instant, there will be no morning steamer from Hongkong or departure from Macao at 2 p.m.